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HONGKONG DISPENSARY.

ESTABLISHED, 1841.

BIRTH.

On the 17th inst., at No. 3, Lyceum Villas,
Kowloon, the wife of the Rev. J. H. FRANCES, of a
son.

DEATHS.

At "Terra Verde," on the 18th inst., Victoria,
the beloved son of E. D. KELLY, aged 15 weeks.
At the Diamond Jubilee Memorial Hospital,
Tientsin, on the 18th November, of typhoid fever,
LIONEL C. BARRY, aged 31 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 19th, 1900

With an unanimity rare when political questions are concerned, men of all ranks and all parties have expressed the regret felt at the retirement of Mr. G. J. GOSCHEN from the head of the Admiralty; and the hope is perhaps universal that he may in the Upper House continue the good work which he has so ably superintended in his official capacity in the Lower. Mr. Goschen has learnt the art rare in the age of party Government of being able to merge the politician in the administrator, and shines out conspicuously amongst the later Ministers of Queen Victoria as the one man who had conceived the highest ideal of a statesman, and was content to serve his country in preference to advancing the interests of any of the sections of which it is composed. It is thus that he has been able in the Navy to keep abreast of the feverish desire for bigness which has seized upon the continental Powers; and which, commenced by them without any due consideration for the eventual consequences, had it not been courageously met, would have become a menace, not for England alone, but for each and all of the Continental Powers in turn. Unfortunately it has not been the case that the single-mindedness of the First Lord has been imitated by his colleagues, who have been too often led by the exigencies of the position to place national in a subordinate position to party questions. Nor was Mr. Goschen himself always held sacred in these little inter-cabinet eddies, and the consequence has been that there has been a drag from beginning to end placed upon the efficiency of his office. In fact it is well known that the Government is in arrears with that programme which three years ago it presented

to Parliament, and no very clear statement has been made of the causes that influenced the delay. Of course the most was made out of the industrial causes at the bottom of the Engineers' Strike, but after discounting this fully there yet remains a good deal to be explained as to the falling off in the promises of Lord Salisbury's Government in this important matter of Naval preparation. The promise held out to the nation as an inducement to make the necessary sacrifices was that it was essential to the well-being of the Empire at large that the British Navy should keep in advance of the next two most conspicuous navies in the world, and should always closely approach in power the three other most formidable. That principle was kept in view at the beginning, but there has recently been so evident a desire to contravene it that it was not till public opinion declared itself in unmistakable language that the recommencement of activity was decided on. Thanks largely to that personal example which Mr. Goschen himself set, the internal work of the Navy seems to be in a fairly efficient state, so except for the recent very evident display of lukewarmness at headquarters, as seen from merely home eyes, the British Navy is in a position to maintain its old supremacy. When, however, we come to the East, and more especially to the Pacific Ocean, a very different state of affairs is seen; and this is not confined to China, but extends to the entire of the Great Ocean. Although Russia has been quietly but steadily increasing her fleet in Eastern waters, it was not till after the fiasco at Port Arthur that it became formidable. France following her example has recently been improving both the number and style of the ships on the East coast of Asia, while as a naval power Japan has been making enormous strides. These movements began before the recent difficulties with China, and it is needless to say that full advantage has been taken of it to render their fleets on the Pacific stronger than ever. Following the example of the others when Germany made up her mind to join in the Chinese settlement she likewise took good care that her fleet should be powerfully reinforced, and in this she was followed by the United States, who now have in these Eastern waters a powerful fleet. Though the greater part of these additions have been made in furtherance of a policy in accord with England, and the larger portion of the fleets are those of friendly nations, it is the fact, however, the British Government may seek to suppress it that the British fleet in these seas is not only outnumbered, but surpassed in efficiency. At the beginning of the Chinese struggle England did make considerable efforts to reinforce her fleet in Chinese waters, but the efforts she made were such as to still further emphasize the need of a more powerful armament. Vessels were withdrawn from Vancouver, from Australia, and from the Indian station, and notwithstanding the weakening of the squadrons at those several stations, no adequate effort has been made to fill up the gaps. We are glad to learn, therefore, that another battleship will shortly leave for the East.

We have recently on more than one occasion pointed out the exceedingly strong position in our hands in the possession of Vancouver Island and the Gulf of Georgia, and pointed out how oblivious of the fact was our home Government. It is satisfactory to find that we have not been alone in urging this fact on the attention of the Naval authorities. On the 29th September last the *Graphic* followed suit and pointed out the very unsatisfactory condition of affairs there. We in China have been from time to time led to believe, that the Esquimaux fleet was more or less intended to act as an aid in time of necessity to the China station, but the notice in the *Graphic* must dispel that idea. The fleet at Esquimaux consists of out of date and under-armed cruisers, and the people of Canada have been given to understand that Esquimaux must always look to China for reinforcements. But worse has to follow. A naval base which has to depend for its own defence on its men-of-war is in a worse position than if it did not exist at all. The defences of Hongkong as a naval base are little better than ridiculous were war to break out with a naval power. It is uncontested that the greater portion of our Fleet in Chinese waters would have to be sent to Hongkong simply to protect our fortifications. This is bad enough, but it is worse when we learn that the same is true of such ports as Sydney, and in an even greater degree Esquimaux. Yet, as we pointed out, in the possession of Esquimaux and the Gulf of Georgia we owned one of the most powerful, if not absolutely the most powerful, naval positions in the world. It is time that the Government and the people of England should begin to understand these things, and learn that there are some things of greater consequence to national well-being than the parochial struggles which have of late dominated our policy, and have affected not one but all the parties in the State.

The German mail of the 17th October was delivered in London on the 15th inst.

The Hon. Treasurer of the Alice Memorial and Netherlosh Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals.—Rev. W. Banister, £10.

The Government Gazette of the 17th inst. contains a copy of the Convention between the United Kingdom and France for the establishment of a parcel post service between France and the British colonies of Ceylon, Hongkong, and the Straits Settlements.

A football match was played at Happy Valley on Saturday afternoon between a team from H.M.S. *Argonaut* and one from the Royal Artillery, 25th Company. The game resulted in a win for the latter by two goals to one, this being the first defeat sustained by the *Argonaut* men.

The comrades who had shared with him the perils and privations of the march to Peking bore to the group on Saturday the body of Lance-Corporal Burke, Royal Welsh Fusiliers, who succumbed to an attack of fever in the Station Hospital on Saturday morning. The coffin, mounted on a gun carriage, was draped with the Union Jack and loaded with wreaths. Three volleys were fired over the grave.

There will be a polo match this afternoon in connection with the Hongkong Polo Club between teams as under—
Mr. Baker v. Mr. Taylor
Mr. McNeill v. Mr. Casserly
Lieut. Comdr. Wilkin v. Mr. Laborde
Major Sir H. McMahon v. Capt. Loring
All players will be mounted on Indian or Arab ponies, and the match will commence at 4 p.m.

An outbreak of fire occurred on Friday evening shortly after eight o'clock in a hemp-packing store at 26-28, Sai Wo Lane, West Point. The fire was confined to the one place, and did damage to the extent of \$2,100. The loss is completely covered by insurance. Mr. Robertson, of the fire brigade, with Sergeants Ritchie and Sim, from No. 7 Police Station, were early on the scene, and by their efforts kept the outbreak in check until the arrival of the brigade from the Central.

An inquiry into a case of disappearance at sea has been held at the British Consulate at Kobe. It appears that a Chinese employed as a fireman on board the *Glengarry* disappeared on October 31st, when the vessel was two days out from Hongkong. The man was sent into the bunker to trim coal into the stokehold, and about 2.30 in the morning it was noticed the coals were not coming in. A search was made, and only the man's shoes were found. It is surmised that he jumped overboard.

The funeral of Boatswain Robert Parnell, of H.M.S. *Humber*, whose body was picked up in the harbour on Friday morning, took place on Saturday afternoon at the cemetery at Happy Valley. The coffin, covered with wreaths and draped with the Union Jack, was mounted on a gun carriage drawn by blue-jackets. The U.S.S. *Monterey* and S.M.S. *Gefion* were represented, as also were the Royal Welsh Fusiliers, Royal Artillery, and the Royal Engineers. Three volleys were fired over the grave.

The following express has been issued by the Cable Company:—"We are informed that the rules as to censorship of telegrams at Manila have been modified as follows:—Discontinuance of censorship extends only to telegrams exchanged between Manila on the one side, and Europe or America on the other. Messages to and from the Visayas Islands, and all messages to and from other oriental countries, will continue subject to the supervision heretofore exercised. Press messages are to be treated as previously advised."

The auction of Race Ponies held at the Shanghai Horse Bazaar on Tuesday evening, the 13th inst., drew a large attendance. The bidding was keen for the best lots, which realised good prices, the highest figures obtained being: Edelweiss Tls. 380, Lady Killer Tls. 305, Gutter Snipe Tls. 270, Duck Gun Tls. 200, Shifter Tls. 250, Valkyrie II. Tls. 210, Rajput Tls. 275, Better Half Tls. 190, Antares Tls. 155, Aladdin Tls. 160, Pompano Tls. 195, Posledny Tls. 160, Gay Boy Tls. 210, Yule Tls. 250, Job Tls. 200, Sandpiper Tls. 260, Mandarin Tls. 200.

In his Weekly Share List issued, at 11 a.m. on the 17th inst., Mr. Eric Georg says:—"Hongkong Cottons found buyers at 86 and can be placed now at 85, which is rather surprising, since, at the meeting held on 10th instant, the Chairman declared that no applications for preference shares having been received, and the General Agents being unwilling to advance further funds, an extraordinary general meeting would have to be called for the purpose of voluntary winding up the Company. Quotations for Shanghai Company's are nearly all lower than last, and are as follows:—Hvos Tls. 323, Internationals Tls. 40, Laou Kung Mows Tls. 35, Soeychee's Tls. 375, and Yuhloongs Tls. 273."

Says the Ichang correspondent of the *North China Daily News*:—"The new steamer *Tung-tung*, of Butterfield and Swire's firm, came into port on Monday afternoon (Nov. 5th). There was great excitement on the part of the Chinese. The Band was crowded with sightseers. Two cargo boats put off for the steamer with men on board firing salutes and setting off hundreds of crackers. There will be no difficulty in recognizing the steamer when at a distance, as her smoke stack is so enormous. It looks like a huge pagoda. The same firm has just completed a fine godown, and another is in process of building. We have four steamers in port. These will all leave about the same time, and we shall be left for a long time without mails or steamers. Only one steamer, the *Kweli*, has to come in in the meantime."

The steamer *Duke of York*, which left Victoria, B.C., on the 27th ult., for the Far East, put back into that port on the 5th inst. having sprung a leak in No. 2 lower hold.

The *Nichi Nichi Shimbun* has a telegram from Taku to the effect that there are symptoms of trouble between England, Germany, and Russia about the terms of the Peking-Shanghai Railway. The line seems to be now wholly in the possession of Russia and Germany, a state of affairs against which England is disposed to protest. Rumours of that nature are to be accepted with great reserve, we imagine. Field Marshal Waldersee is not at all likely to have shown any want of impartiality in adjudicating on the control of the Railway.

Early on the forenoon of the 14th inst. the Second Brigade of the China Field Force (British) were inspected on the Recreation Ground, Shanghai, by Major-General Creagh, V.C. The Regimental inspected were the Sikhs, Gurkhas, Baluchis and Rajputs, together with the Bengal Cavalry and the Pom. Pom Battery of the Royal Horse Artillery. Major-General Creagh carefully inspected the men, who were dressed in khaki, and the different regiments then marched past in fine style. The troops had a very fine appearance and their stay in Shanghai appears to have agreed with them.—*Mercury*.

All the river and seagoing steamers arriving report as to the severity of the recent gale as being the hardest blow for some years, says the *Shanghai Mercury* of the 14th inst. On the river the dust and sand were blinding, and in the main squalls fell on the decks as liquid mud. Fortunately there has been little loss to property or life. As far as is reported only two natives were drowned; these with fifteen others drifted alongside the steamer *Taiyang* some 25 miles below Hankow on a capsize native passenger boat. The fifteen were not on board the *Taiyang*, but the two were too exhausted and fell off the boat, nothing more being seen of them. No doubt there have been a lot of lives (native) lost as there was a lot of wreckage seen on the river.

The *Nippon* (quoted by the *Japan Mail*) tells a quaint story of an English barrister well known in Japan, whose doings used to be characterized by the epithet "genkin shugi" (ready money policy). This gentleman, if a friend met him in the street and sought his advice on any topic, would inevitably send in a memo. at the end of the month, saying:—"To consultation on such and such a day, 25 yen." It happened one day that this barrister, meeting an expert Japanese gardener, asked his opinion concerning the disposition of some stones and trees. A bystander, himself a Yokohama barrister, by way of practical joke, induced the expert to send in a bill at the close of the month, couched in the usual formula. The "ready-money-policy" barrister paid it at once, observing that the Japanese were getting to be up to a thing or two.

An investigation is now going on at the Tokyo Marine Court into the circumstances attending the *Yamaguchi-Caravane* collision. The *Yamaguchi Maru*, being under charter to the Government as a transport at the time of the accident, was wholly under Government control, and if the *Yamaguchi* is found to have been at fault the Japanese Government will be called to account for the collision. It is reported that the Marine Court authorities are in doubt as to whether they have the authority to summon the officers and men of the *Yamaguchi*, seeing that she was under direct Government control. They are also discussing whether they can summon the officers and men of the *Caravane*, which, they argue, ceased to be a French Government transport after she sank. It seems that the enquiry is making rather slow progress. The Commander of the French warship *D'Entrecasteaux*, which is lying in Yokohama at present, is reported to have been commissioned to conduct the necessary negotiations with the Japanese Government regarding the collision.

Captain Raymond, of Hongkong, had an exciting experience during his trip to Manila with the launch *W.B. and Co.*, which had been purchased for Messrs. Warner, Barnes, and Co. Leaving Hongkong (says the *American*) on 30th October at 10 a.m. he experienced fine weather until the following morning, when the boat ran into a fierce typhoon. As the sun went down the Tuesday night the barometer began to fall, and Capt. Raymond made preparations for bad weather. Early the following morning the wind struck the *W.B. and Co.* from the North-East. All day there was typhoon weather. The whale-back propulsion up forward was broken in and the mast and sails were carried away. The Chinese crew stampeded when the masts went by the board, and only the strongest personal exertions of Captain Raymond saved the boat from being lost. After clearing away the wreckage, the skipper noted that the barometer was rising. During the night, the sea went down and the next morning the U.S.S. *Brooklyn* picked up the *W.B. and Co.* The wind was blowing strong, and the officer of the Deck, seeing the apparent wreckage, hailed Captain Raymond, using a speaking-trumpet. The *Brooklyn's* rails were lined with the crew. Captain Raymond waved his hand to signify that he was all right and the bin-jackets cheered lustily. The Commander of the *Brooklyn* asked if any assistance was needed on the launch, but as the barometer was rising the offer was refused. When the *Brooklyn* hailed the *W.B. and Co.* the launch was about 162 miles N.W. by N. Capones Light on Sunday afternoon. The *W.B. and Co.* makes the 45th launch that Captain Raymond has taken over to Manila and he has eight more on the list. This last boat is a fast one. She is capable of making 18 knots on 1200 lbs of steam.

Russia, England and Japan have hitherto managed the civil government of Tientsin, but it is now said that Germany has asked for a here, states the *Japan Mail*. Her demand is supposed to be based on the fact that her military strength in China has been augmented, the inference being that the civil administration of the occupied districts is to be partitioned with reference to the forces of each Power at the scene.

The Government of India have recently had occasion to express their appreciation of an unexpected contribution from China to the Indian Famine Charitable Relief Fund. In forwarding a draft for Rs. 1,503 Her Majesty's Consul at Ningpo states that this sum was subscribed by the Intendant of Cienchi (Cheung) Hsu, a Manchu, from Peking, and his subordinates. A handsome contribution was recently made by the Provincial Government at Hangchow on behalf of all the officials in the Province, and as the Consul observes, this additional and spontaneous contribution is a striking indication of humanity and friendly feeling.

The estimated damage done by the late typhoon in Manila is \$30,000, and not a day passes, says the *Manila Times* of the 10th inst., without a fresh tale of disaster, and the "blow-out" promises to be as costly as an ancient Roman feast. To the losses affecting Manila shipping firms, which include the *Serrano*, the *Congo* and the *Powder*, may now be definitely added that of the *Antonio*, owned by McLeod and Co., as well as the reported loss of the well-known brigantine *Lepanto*, which it is rumoured has gone ashore on the southern islands, in company with another sailing vessel, name unknown. A steamer came in this morning from the south, bearing fresh news of the storm, and it was said that Mr. Sanz, supercargo of the wrecked *Antonio*, had come from Sta. Cruz, bringing definite news of the loss of the vessel.

The particulars of the ship now being built at Kiel for the German Antarctic Expedition are now complete. The vessel is to be a three-masted schooner with extra strong frames of oak, pitch-pine and greenheart. The engines will be triple expansion, but will not be capable of giving more than seven knots. All the spare space will be converted into coal-bunkers. Besides five ordinary boats, an oak boat will be taken 20 ft. long and 6 ft. broad, capable of holding fourteen to twenty persons. The engine of 4 H.P. will give the boat a speed of from four to five knots, using naphtha. A captive balloon, with the necessary lifting apparatus, and a search-light apparatus will also be taken; also a windmill for the working of the dynamo engine when the boiler is not under steam. It will be understood that the reason for building the vessel of wood is to avoid, as much as possible, complications in the magnetic observations.

The British steamer *Knight Templar*, Captain Finis, which arrived from North Shields, reports that on October 1st she sighted the abandoned British ship *Nonpareil*, of London, which left New York on September 10th for Java, and was abandoned on September 22nd. Captain Finis sent a boat to the *Nonpareil*, and it was thought possible that she could be towed into port. There was only fourteen inches of water in her hold. A volunteer crew was called for, and after putting them aboard, a hawser was passed to the vessel. She was towed from 7 p.m. until midnight, when the weather became very squally, with heavy rain. At 2 a.m. October 2nd the hawser parted. The *Knight Templar* stood by until daylight, when it was decided to take off the volunteer crew and send the vessel. She was set adrift, and it was thought she would eventually sink, as the water was washing around the hatches. The *Nonpareil* was fired directly in the track of vessels bound to and from Europe and about 1,000 miles from New York. She was a ship and was laden with cases oil. Her owners were the Standard Oil Company. The crew of the *Nonpareil* was taken off by the steamer *Glenloch*, which arrived here September 24th from Beyruth. The *Nonpareil* is an old trader to the Far East, and was considered by her records to be one of the fastest clippers on the run out Eastwards.

The ss. *Nurani*, the local agents of which are Messrs. Turner Morrison, and Company, sailed from Calcutta, it will be remembered, states the *I. D. News*, at 12 noon of the 4th September last for Taku with the "B" Squadron of the 16th Bengal Lancers, in company with the ss. *Reva*, also with troops for Taku. As the latter was thought to be the faster boat of the two, she was ordered to keep the *Nurani* in sight. The *Nurani* passed the *Reva* the same day off Rangoon at 2 p.m., and anchored at Mud Point at 5.30 p.m., waiting for high water to get over the bar. She left Mud Point next morning, discharged the pilot at 10.57 a.m., and steamed for Taku. She passed Singapore 27 hours ahead of the *Reva*, arrived at Hongkong at 1 p.m. on the 15th, left Hongkong at 7.40 next morning, arrived at Weihaiwei at 6 a.m. on the 21st, left Weihaiwei at 10.30 a.m. on the same day, and arrived at Taku at daylight next morning, two clear days ahead of a fast boat like the *Reva*. Bad weather was experienced on the voyage, and the *Nurani* lost two mules and a horse; while the *Reva* lost 22 horses. The *Reva* is on the London-Calcutta Service of the E. I. Company, and the latter on the Calcutta-Bombay coasting trade of the Asiatic S. N. Company when not otherwise employed. The *Nurani* has very often been utilized for transport purposes, among her other services she took the "Glosters" from Calcutta to the Cape, and has been spoken of very favourably as a splendid boat for transport purposes.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 18th November, 8.57 p.m.

THE PEACE PROPOSALS.

Viceroy Chang Chih-tung states that General Tung Fu-shiang entirely dominates the Court, and that peace is impossible until Tung is suppressed.

YU CHANG-ORDERED TO RESIGN.

Yu Chang, who was appointed Governor of Hupoh, has been ordered to resign and await further orders.

THE SHANGHAI TAOTAI.

The present Shanghai Taotai has been promoted to be Treasurer of Hunan.

THE EMPRESS-DOWAGER URGES TO RETURN TO PEKING.

The Yangtze Viceroy, with Li Hung-chang, guarantees the personal safety of the Empress Dowager if she will return to Peking. The Empress-Dowager, however, considers that they are plotting with the Allies for her capture.

ARRIVAL OF LADY BLAKE.

Lady Blake arrived to-day.

LONDON, 16th November, 7.30 p.m.

ADMIRAL SEYMOUR'S COMMAND.

The command of Admiral Seymour of the China Station has been extended, probably until the existing difficulties have been arranged.

H.M.S. "GLORY."

H.M.S. *Glory*, the new battleship, will proceed to China on the 21st inst.

LONDON, 17th November, 7.30 p.m.

WALDERSEE COMPLAINS OF

WITHDRAWAL OF RUSSIAN S.

It is stated that Count von Waldersee has telegraphed to St. Petersburg complaining that the Russians without warning relinquished guarding the railway at Taku and Tongku.

PUNITIVE EXPEDITIONS.

Count von Waldersee has requested the withdrawal of Chinese troops from the vicinity of the territory occupied by the Allies, and then the despatch of expedition will be discontinued.

GENERAL NEWS.

LONDON, 16th November, 7.50 p.m.

THE KAISER ATTACKED.

A deranged woman threw an axe at the Imperial carriage at Breslau, in which were seated the Kaiser and the Prince of Saxemeiningen. They were unhurt.

ILLNESS OF THE CZAR.

The Czar is suffering from an attack of typhoid fever. His condition is unalarming.

REUTER'S SERVICE.

LONDON, 14th November.

PROBABLE INCREASE OF TAXATION

IN GREAT BRITAIN.

Sir Michael Hicks-Baugh speaking at Bristol said he wished he could say there would not be an increase of taxation, but the expenditure had been enormous, especially in China and South Africa, and in things was unexpected. Sir Michael also said that the wealth of the Transvaal ought to bear a considerable portion of the cost of the war.

THE MEETING OF PARLIAMENT.

The announcement of the early meeting of Parliament has surprised the City, where it is considered to prove that the borrowing powers of the Government are almost exhausted and that the Bank of England has lent as much as it prudently could.

WAR MEDALS.

The Government has ordered 150,000 silver war medals from Birmingham.

LONDON, 15th November.

THE ILLNESS OF THE TSAR

OF RUSSIA.

The Tsar has developed typhoid, which up to the present is taking its normal course.

OPENING OF THE REICHTAG.

The Kaiser, opening the Reichstag, said that the Governments were united in their desire to restore order in China and to avert the repetition of troubles after the punishment of the chief culprits.

MINISTERIAL APPOINTMENTS.

Mr. Hanbury has accepted the post of President of the Board of Agriculture.

HONGKONG
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AUCTIONEERS, &c.

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RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

VII.

THE NORTHERN UNION'S EFFECT
ON THE GAME.

It may argue temerity if I venture to deal
with this subject, but as it seems to touch one
of the most important problems with which
football legislators in the future will have to
deal, it is a duty to look at the matter frankly
and impartially. If I may be allowed to say so,
it seems to me that the split between the Nor-
thern Union and the parent body arose largely
from the inability of the latter to look at the
questions involved from a standpoint other than
their own. In this article I shall endeavour to
take into consideration not merely the opinions,
I will not say the prejudices, of those of us who
prefer that the game we have played and love
should be continued on an amateur basis, but
also of those who have taken their stand by
open professionalism.

ENGLISH FOOTBALL WEAKENED.

The establishment of the Northern Union has
had an effect in two ways. First it has led to
some innovations in the method of play, second-
ly it has resulted in a whole province being cut
off from English Rugby football. Let us deal
with the second point first, for that is the more
important. When the northern clubs deter-
mined to sever themselves from the Rugby
Union it was not generally thought by en-
thusiasts who remained faithful to the old body
that the split would prove of great importance.
In fact, it was believed that the Northern Union
would speedily conclude a meteoric career, and
that clubs which had offended against the spirit
of amateurism would be glad enough to come
back to the true fold. But, so far from that,
the Northern Union has grown and flourished.
It is stronger in numbers and influence than
ever, and what probably surprises the stern,
unbending legislators of the Rugby Union
most, no one thinks a lit of the worse of the
clubs for paying their men, or of the men
for accepting payment. With the exception
of a few clubs, all the leading organisations in
Lancashire, Yorkshire, Cheshire, Cumberland
and Westmorland are sworn to the new system;
names that were great in the history of club
football are apparently dissociated for ever
from the Rugby Union; and whereas the
popular centres of the north once contributed
largely to the progress of the game, and sent
many great players to represent the Rose in
international matches, at present the area of
selection is greatly restricted, and of necessity
it follows that English international football
suffers since so many players are outside the
pale. Of course the clubs that are loyal still
attract and train good men, but you cannot
exclude a great number of clubs without
lowering the general standard of interna-
tional form. It might happen that in a given
year the clubs loyal to the Rugby Union could
provide a team equal or superior to any fifteen
which could be chosen even if the Northern
Union men were eligible; but over a series of
years the result must inevitably be a weakening
of English football. The results of England's
international matches since the formation of
the Northern Union goes to prove this. English
teams of late years have not been so good
as they were prior to the split. The dis-
tricts which have been excommunicated bred a
type of player who had a distinctive influence upon
international games. The old type of York-
shire and Lancashire forward—the bull-dog
breed that stopped at nothing—has been missed
from English teams of later years; and therein,
to my mind, lies the chief reason for England's
loss of supremacy. England, once the leading
football country, has fallen from her high
estate; and the reason for this is to be found
primarily in the loss of the North. For it must
not be forgotten that in addition to the loss of
a recruiting ground for international matches,
there is lost also an influence in the development
of the game.

WHERE THE LOSS IS MOST FELT.

The best football can only be attained by the
competition of styles. Each district where
football has flourished has contributed something
to the building up of the modern game, and
nothing has been more useful to clubs inclined
to sacrifice some important feature of the game
in favour of their own special strong point
than the corrective influence of matches with
clubs playing a different style. It is possible,
I do not say it is certain, that genuine forward
play might have become a lost art in Wales had
we been cut off from the rest of the football
world at the period when the four thrushes
game was first developed. Welsh forwards
might possibly have become what some of our
critics have said they are—mere heeling
machines, had not constant intercourse with
outside teams warned us of the danger of
neglecting hard scrummaging. On the
other hand, we believe that back play in
the four countries would have been less effective
were it not for the example of Wales.
Thus we have gained; thus we have given.
That club is likely to play the best football, given
the material in the shape of promising players,
which includes among its opponents the most
representative of varying styles. Now, the
special genius of the Yorkshire and Lancashire
clubs lay in their fine forward play—their
special mission in the football world was to
keep alive the tradition of honest, tenacious
scrummaging, and dashing play in the open.
Every team who met a northern fifteen had a
practical sermon on the necessity of preserving
keenness and stoutness in the front rank; and
I cannot help thinking that the loss of these
practical sermons, by the loss of fixtures between
representative clubs of the north and the other
districts, as well as the loss of the players them-
selves, has led to a deterioration in English
forward play. That I take to be the chief effect
of the Northern Union upon English football.

Of course, England has lost players in all po-
sitions through the secession of the Northern
clubs, but it is at forward that the loss is most
severely felt.

So far as the other countries are concerned,
Wales has been most affected, since the prospect
of pay has attracted many good and promising
men to the Northern Union clubs. We are
sorry that our men have gone, but Wales seems
to continue to breed players of a very good class,
and the loss of individuals does not affect Wales
as the loss of a whole province affects the
English Union.

The craze—it was a craze—for securing
Welsh players seems to be dying out to a great
extent. It was really quite amusing a few
years ago to scan the names of the important
"catches" secured by some of the Northern
Union clubs. No doubt some excellent players
were taken, men of great individual capacity,
but the number of absolute nonentities who
found their way north was simply wonderful.
Almost anyone who had played for a Welsh
club was welcome to the fold. It was not sur-
prising that there was disappointment on both
sides. In most cases the effort to graft
Welsh methods on to an alien stock was a
failure. In the Welsh game the individual
player owes very much to club combination;
where that is missing his value is greatly
reduced. Some clubs who obtained several
Welsh backs secured the result at which
they aimed—Welsh combination, and no doubt
this has had an effect upon the general standard
of combination under the Northern Union; but
in many cases the clubs were disappointed, since
they found that their gosees were not swans.
On the other hand, many of the players bitterly
regretted the step they had taken, for they
found the style of play to which they had to
adapt themselves utterly different to that which
they had been accustomed, and in many cases
they must have been conscious as the crowds
that watched them that they were not successful.
Every season there will be men who will go over
from amateur to professional football, every
season some Welshmen will be attracted to the
north by the prospect of pecuniary rewards;
but, unless I am much mistaken, the Northern
Union clubs will not be so ready to search for
or accept alien service, and Welsh players will
not be so anxious to go north. Many of the
players who have done so have been disappointed
with the rewards received, and with the style of
play; many of them would return to amateur
football if they could. But the door is closed
to them—they take their chance with profes-
sionals, and if they fail or if it does not suit
them, there is no return—their football days
are over. For that reason, and because there is
a growing tendency on the part of the Northern
Union to encourage home-grown talent (a very
wise thing on their part) I think that in the
future amateur football will not be seriously
affected by the loss of players to the professional
ranks.

DIFFERENCES IN PLAY.

I hesitate to say much as to the effect of the
Northern Union upon the method of play,
since I have to confess that I have not had an
opportunity to see a game under their rules.
In the main Northern Union football laws
differ but little from the old law. One im-
portant innovation is the abolition of the throw-
out from touch, for which a punt-out is sub-
stituted. There is much to be said against the
throw-out, which leads in five cases out of six to
an additional scrimmage; yet line-out play has
something to recommend it, when the ball is
taken cleanly, and passing or combined drib-
bling is initiated. But as that is so seldom,
and the delays consequent upon "knock-on"
or "not straight" are so frequent, one has,
often longed for a rule which would do away
with the disadvantages of the throw-out with-
out doing harm to the game. Possibly the
punt-out is the solution of the problem. It
must inevitably tend to make the game faster,
as a premium is put upon fast following up,
while a clever back ought occasionally to have
an opportunity to get moving in a fairly open
field either from an opponent's or a comrade's
punt. But, of course, I speak without practi-
cal knowledge of the working of the rule. My
one fear was that the punt-out would lead to
dangerous charging by forwards following up;
but I have been assured that the laws provide
against this, and that referees carry out the
laws. If that is so, the punt-out ought to
prove an improvement to the game. On the
other hand some players declare that most dan-
gerous charging is practised. The other altera-
tion in the rules which seems to me to be impor-
tant is that which prohibits any player not in a
scrummage from getting into line with any of
his forwards before the ball comes out of the
scrummage. This also would have a natural
tendency to encourage open play, since it gives
the half a much better chance of setting three
quarters in motion. At the same time, speak-
ing theoretically, it seems to me that it
establishes a sort of artificial protector for the
half-back, who is sufficiently protection if the
opposing half is prohibited from advancing in
front of the ball, and that it must tend to put
the excellent half-back—the all-round man in
attack and defence—more upon a level with the
merely ordinary player than he would be if
were allowed to follow the ball so long as he
kept on side. But, of course, one recognises

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[2652-2]

that the object of the rule is to make open back
play more easy, and this it must do, since he
must be a poor half indeed who cannot put the
threequarters in motion when thus artificially
protected from the tackling of his opponent.
With regard to the future it is difficult to
prophesy. Arguing from the past it seems
likely that the breach between the Northern
Union and the Rugby Union will become wider
and wider and that the difference in the rules
may possibly become more and more marked.
That the split has worked to the weakening of
Rugby football, I cannot help thinking, and
therefore I ask—is there not some way of
bringing all who profess to play the game
under one governing body? Cannot those who
control Rugby football and those who guide the
Northern Union come to some compromise by
which the breach can be healed? I confess
that the difficulties at present seem insuperable,
and that I cannot suggest a way out of the
position. Whatever course were followed would
involve some sacrifice of principle—it would
necessarily be in the nature of a compromise—
but it does seem a pity that such an important
branch should exist, and I, with many others,
would hail with pleasure a closing of the ranks,
a cessation of hostilities which would enable
England to put her full strength in the field
when she has to meet the sister countries in the
struggle for international honours.

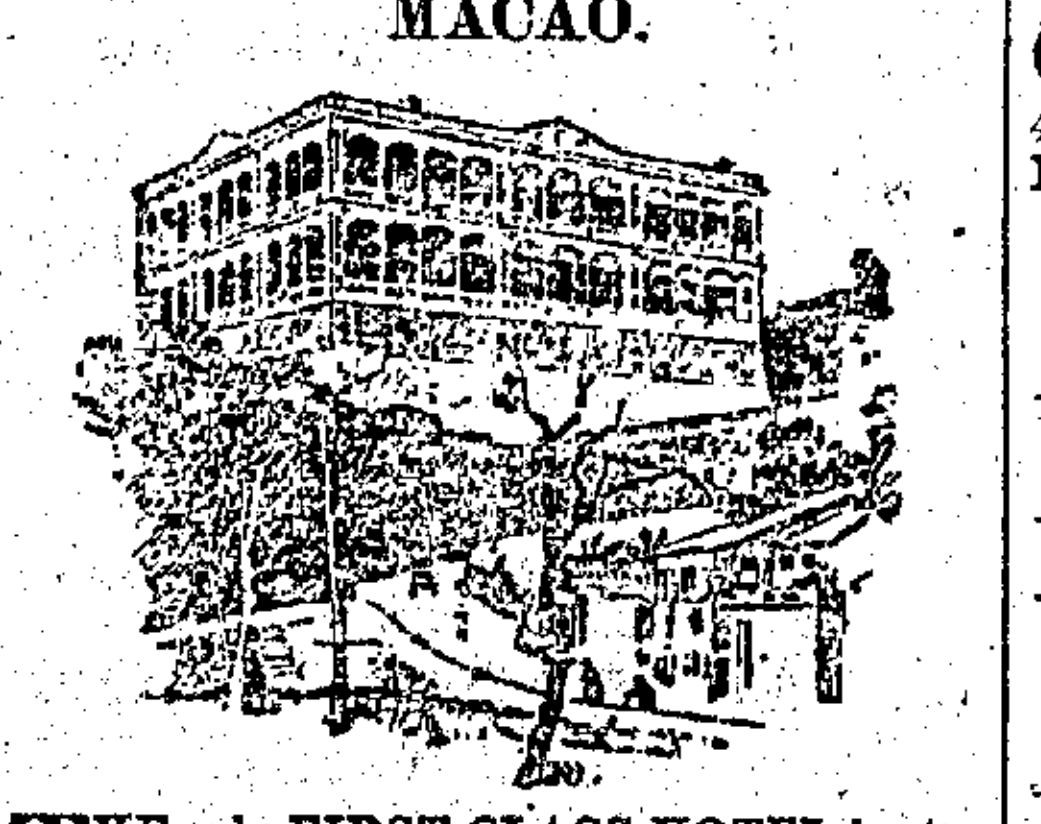
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GERMAN COLONIAL & AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	G. E. P. Cook	MESSAGERIES MARITIMES	On or about 19th inst.
YOKOHAMA, via NAGASAKI & KOBE	ERNEST SIMONS	Frean. str.	—	Durando	BUTTERFIELD & SWIRE	To-morrow.
KOBE & YOKOHAMA	WOOSUNG	Brit. str.	—	R. F. L. Cook, R.N.E.	P. & O. S. N. Co.	On or about 20th inst.
NAGASAKI, KOBE & YOKOHAMA	MAZAGON	Brit. str.	—	F. Monce	SANDER, WIELER & CO.	On 21st inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GIBELA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On or about 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	CLYDE	Brit. str.	—	Roch	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
SHANGHAI	HAITAN	Jap. str.	—	T. Ogata	MITSUBI BUSSAN KAISHA	On 25th inst., at Daylight.
SWATOW, AMOY & POOCHOW	MAIDZURU MARU	Jap. str.	—	S. Atsami	MITSUBI BUSSAN KAISHA	On 25th inst., at Daylight.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 21st inst.
SWATOW, AMOY & TAIWANFOO	AKASHI MARU	Jap. str.	—	W. G. T. Haxland	JARDINE, MATHESON & CO.	On 21st inst., at 4 P.M.
POOCHOW via SWATOW & AMOY	LOONGSANG	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst.
MANILA	BERKHALDA	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
MANILA via AMOY	KASUGA MARU	Jap. str.	—	Buller	SANDER, WIELER & CO.	On 6th Dec., P.M.
MANILA	KAIPONG	Brit. str.	—	T. Rassevich		
MANILA, ILOILO & CEBU	KUNSAK	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	KUNSAK	Brit. str.	—			
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—			

SHIPPING.

ARRIVALS.

Nov. 17, WATERWITCH, surveying ship, 620, Lieut-Comdr. Hay, from transport, 675, Whitton, Manila, 12th November.

Nov. 17, CHITRA, German str., 1,113, P. Voss, Saigon, 12th Nov. Rice, SIEMSEN & Co.

Nov. 17, TANTALUS, British str., 2,281, T. Gregory, Moji, 11th November, Coals.

BUTTERFIELD & SWIRE.

Nov. 17, MAZAGON, British str., 3,280, R. T. L. Cook, R.N.E., London, via Ports 26th September, General.—P. & O. S. N. Co.

Nov. 17, ARIAKE MARU, Jap. str., 2,170, T. Tasaki, Kutchinotzu 20th Nov., Coal.—M. B. KAISHA.

Nov. 17, KAIFONG, British str., 1,024, G. W. Pennafather, Cebu 12th Nov., Hamp and Timber.—BUTTERFIELD & SWIRE.

Nov. 17, CUT OF BOMBAY, British str., 2,941, John Mear, Odessa 19th October.

Nov. 17, REWA, British transport, 5,000, Jones, Calcutta 3rd November.

Nov. 17, IZUMI, Japanese cruiser, 3,500, Warita, Swatow 16th November.

Nov. 17, TONKIN, French str., 2,327, Vaquier, Yokohama 9th Nov., Mails and General.—MESSAGERIES MARITIMES.

Nov. 18, CAESAR, Amr transport, 1,800, Sawyer, Cavite 12th November.

Nov. 18, AKASHI MARU, Japanese str., 974, Suzuki, Foochow, Amoy and Swatow 17th Nov., General.—M. B. KAISHA.

Nov. 18, DIVE, WONGSB, German str., 1,056, H. Tesdor, Bangkok 7th Nov. and Swatow 17th.

Nov. 18, Hoihaio, French str., 500, Marles, Pakhoi and Hoihaio 17th Nov., General.—A. R. MARTY.

Nov. 18, KASUGA MARU, Jap. str., 1,432, I. Inoue, Moji 12th Nov., Coal.—JAPANESE.

Nov. 18, STROMBUS, British steamer, 3,928, N. Hocken, Kobe 11th Nov., General.—ARMHOLD, KARBURG & CO.

Nov. 18, YANOTSE, British str., 4,140, H. L. Allan, Glasgow, Liverpool and Barry 21st August, General.—JARDINE, MATHESON & CO.

Nov. 18, WINGSANG, British str., 1,517, Sellar, Canton 18th Nov., General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office, 17th November.

President, British bark, for Rajang.

Tamsui Maru, Japanese str., for Swatow.

Ariake Maru, Japanese str., for Kutchinotzu.

Elita Neseak, German str., for Amoy.

Siam, British str., for Swatow.

Hailoon, British str., for Swatow.

Jacob Diederichsen, German str., for Haiphong.

DEPARTURES.

Nov. 17, COPTIC, British str., for S. Francisco.

Nov. 17, PEBLA, British str., for Manila.

Nov. 17, LIGHTNING, British str., for Calcutta.

Nov. 17, SULLBERG, Ger. str., for Vladivostok.

Nov. 17, PELAYO, British str., for Hongkong.

Nov. 17, LOONGMOON, Ger. str., for Bangkok.

Nov. 17, PHIBANG, British str., for Amoy.

Nov. 17, HONG BEI, British str., for Bangkok.

Nov. 17, TAMI, Nov. str., for Bangkok.

Nov. 17, ARAGONIA, German str., for Shanghai.

Nov. 17, THIRAN, British str., for Hongkong.

Nov. 18, TAMSUI MARU, Jap. str., for Swatow.

Nov. 18, ARIAKE MARU, Jap. str., for Kutchinotzu.

Nov. 18, ELITA NOSSACK, Ger. str., for Amoy.

Nov. 18, SIAM, British str., for Swatow.

Nov. 18, HAILOONG, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—Benj. Sewall.

KOHLER DOCK.—Menelaus, Tartar, Yuen-sang, Forest Dale, H.M.S. Fame, Zafiro, Hue, Casuar.

COSMOPOLITAN DOCK.—Mongkut, Cham.

SHIPPING REPORTS.

The British steamer *Stronbus*, from Kobe 11th inst., had strong N.E. monsoon and high sea.

The British steamer *Devonshire*, from Bangkok via Swatow 7th inst., had strong monsoon, with heavy sea and swell.

The British steamer *Kayong*, from Cebu 13th inst., had light variable winds and fine weather to Kanton; thence to port strong monsoon with high sea.

The British steamer *Haitan*, from Swatow 17th inst., had light variable breeze, fine and clear weather. Vessels in Swatow—German cruiser *Bussard* and str. *Kronprinz*.

The British transport *City of Bombay*, from Odessa 19th Oct., had moderate to light winds from Singapore to lat. 10 N.; thence to port strong monsoon, squally weather and high head sea.

The Japanese steamer *Katsuno Maru*, from Moji 12th inst., experienced rather severe typhoon from the 14th to the 17th inst. The ship had no accident and was only three hours late in arriving, although meeting with such severe weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS," Captain Durando, will be despatched for the above ports on or about MONDAY, the 19th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900. [2]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS," Captain Gregory, will be despatched as above TO-MORROW, the 20th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th November, 1900. [2646]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG," Captain Dowson, will be despatched as above TO-MORROW, the 20th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1900. [2905]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 20th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, and fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th November, 1900. [2297]

NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	{ KOBE and YOKOHAMA	FRIDAY, 23rd Nov., at DAYLIGHT.
KARUGA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 23rd Nov., at 4 P.M.
RIOMARU MARU	{ VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 24th Nov., at 4 P.M.
SHINANO MARU	{ NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 26th Nov., at NOON.
AWA MARU	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA, Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	{ MAGAZON	{ About 20th	{ Freight only.
PAN	{ R. T. L. Cook, R.N.E.	{ Nov.	
SHANGHAI	{ CLYDE	{ About 23rd	{ Freight or Passage.
	{ A. L. Valentini	{ Nov.	
LONDON, &c.	{ COROMANDEL	{ Noon, 24th	{ See Special Advertisement.
	{ F. W. Vibert, R.N.E.	{ Nov.	
LONDON	{ CANTON	{ About 29th	{ Freight or Passage.
	{ C. F. Lockstone, R.N.E.	{ Nov.	
YOKOHAMA via NA-GASAKI & KOBE	{ JAPAN	{ About 30th	{ (Passing through the Inland Sea.) Freight or Passage.
	{ G. K. Wright	{ Nov.	

PASSENGER SEASON, 1901.

S.S. PLASSY ... 7,240 tons ... March 30th

S.S. SOBKAON ... 7,382 tons ... April 27th

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th November, 1900. [1]

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TELESSE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	{ HAYRE, BREMEN, HAMBURG (via COLOMBO)	On 16th November.
AMBRIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	About 6th December.
ARAGONIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.
SAMBIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	November 26
BEARMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DJKE OF FIRE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.

Excellent accommodation. First class table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLOWDYES GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th November, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

"EMPERESS OF INDIA," Comdr. G. P. Marshall, R.N.E., WEDNESDAY, 21st Nov., 1900.

"EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.E., WEDNESDAY, 19th Dec., 1900.

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.E., WEDNESDAY, 18th Jan., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 25th October, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING, FOR THE PRINCIPAL PLACES in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 23rd November
KONIG ALBERT	WEDNESDAY 12th December
PRINZ HEINRICH	WEDNESDAY 26th December
PRINZESS IRENE	WEDNESDAY 9th January 1901
PREUSSEN	WEDNESDAY 23rd January 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February 1901
HAUSBOHN (Hamburg-Amerika Linie)	WEDNESDAY 20th February 1901
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March 1901
BAYERN	WEDNESDAY 20th March 1901
STUTTGART	WEDNESDAY 3rd April 1901
KONIG ALBERT	WEDNESDAY 17th May 1901
PRINZ HEINRICH	WEDNESDAY 31st May 1901
PRINZESS IRENE	WEDNESDAY 14th May 1901

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 26th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 27th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 27th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th November, 1900. [3]

VESSELS ON THE BERTH

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 9th November, 1900. [2858]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [2824]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"GISELA"

Captain F. Mosca, will leave for the above ports on WEDNESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 16th November, 1900. [6]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 15th November, 1900. [2892]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Buller, will be despatched as above on SATURDAY, the 24th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th November, 1900. [2908]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG"

Captain Penford, will be despatched as above on SATURDAY, the 24th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900. [2877]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX"

Captain Bagg, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2688]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"PYRRHUS"

Captain Tilloison, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th November, 1900. [2776]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MARIA TERESA"

Captain T. Hasenauer, will be despatched as above on THURSDAY, the 6th December, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 16th November, 1900. [6]

FOR NEW YORK.

THE 33 L. II British Bark

"R. MORROW"

Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, 13th November, 1900. [2838]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colord.—Standard Oil Co.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GUY, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL"

Captain F. W. Vibert, R.M.E., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900. [1]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY"

Captain F. Geir, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 26th October, 1900. [2746]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON, VIA JAPAN.

Booking Cargo for OVERLAND POINTS.

THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 27th instant.

For Freight, apply to

T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900. [2831]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Stoman & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA"

Captain Hanson, will be despatched for the above port on or about 28th December.

For Freight apply to

CARLQWITZ & CO., Agents.

Hongkong, 8th November, 1900. [2853]

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINCHERHAFEN, HERBERTS-HOF, TOWNVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, SYDNEY, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN, and HOBART.

THE Company's Steamship

"MÜNCHEN"

Captain Krebs, will be ready to load for the above ports on or about 1st December.

For Freight or Passage, apply to

MELOCHERS & CO., Agents.

Hongkong, 16th November, 1900. [2906]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 10th Dec.

S.S. "KARVEN" On 12th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th November, 1900. [14]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 19, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, 1900, at Noon.

DOMO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at Noon.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1900. [4]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

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Particulars of the various routes can be had on application.

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J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

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J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1900. [4]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 19, 1900, at Noon.

CHINA (via Shanghai, Nag

